

REPORT ON STEAM RECIPROCATING ENGINE MACHINERY.

Received at London Office

Date of writing Report 17th April 1947 When handed in at Local Office 22nd April 1947 Port of Baltimore, Maryland

No. in Survey held at Baltimore, Maryland Date, First Survey February 12th, Last Survey February 21st 1947

Reg. Book. 63745 on the S.S. "ACTOR" (ex "Thomas Sully") (Number of Visits 11

Gross Tons 7225
Net Tons 4389

Built at Jacksonville, Fla. By whom built St. John's River S. B. Company, Inc. Yard No. 13 When built 1943

Engines made at Hamilton, Ohio By whom made General Machinery Corp. Engine No. 7539 When made 1943

Boilers made at New York By whom made Combustion Engineering Co. Boiler No. 6611 When made 1943

Registered Horse Power 2500 Owners Neptune Shipping Company Port belonging to Panama

Nom. Horse Power as per Rule 644.8 Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

Trade for which Vessel is intended General Cargo.

ENGINES, &c.—Description of Engines Triple Expansion Revs. per minute 76

Dia. of Cylinders 24" x 37" x 70" Length of Stroke 48" No. of Cylinders Three No. of Cranks Three

Crank shaft, dia. of journals as per Rule 14.28 as fitted 14.25 Crank pin dia. 14.25 Crank webs Mid. length breadth 28.5" Thickness parallel to axis 7.125
Mid. length thickness 9" shrunk Thickness around eye-hole 7.125

Intermediate Shafts, diameter as per Rule 13.6 as fitted 13.5 Thrust shaft, diameter at collars as per Rule 14.28 as fitted 14.25

Tube Shafts, diameter as per Rule - as fitted - Screw Shaft, diameter as per Rule 15" as fitted 15.25 Is the ~~rod~~ screw shaft fitted with a continuous liner Yes

Bronze Liners, thickness in way of bushes as per Rule .757" as fitted .8125 Thickness between bushes as per Rule .567" as fitted .6875 Is the after end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner -

If two liners are fitted, is the shaft lapped or protected between the liners - Is an approved Oil Gland or other appliance fitted at the after end of the tube shaft No

Propeller, dia. 18' 6" Pitch 16' No. of Blades Four Material Bronze whether Moveable No Total Developed Surface 117 sq. feet

Feed Pumps worked from the Main Engines, No. None Diameter - Stroke - Can one be overhauled while the other is at work -

Bilge Pumps worked from the Main Engines, No. Two Diameter 4.5" Stroke 26" Can one be overhauled while the other is at work Yes

Feed Pumps No. and size Two (12" x 8" x 24") Simplex Pumps connected to the Main Bilge Line No. and size Two (10" x 11" x 12") Duplex How driven Steam

Ballast Pumps, No. and size One (10" x 11" x 12") Duplex Lubricating Oil Pumps, including Spare Pump, No. and size -

Are two independent means arranged for circulating water through the Oil Cooler - Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge Pumps;—In Engine and Boiler Room 2- 2 1/2", 2-3", 2-5" in E.R., 2-3" in B.R. 10 3/4" Thrust recess 10 3/4" + 10 2 1/2" Tunnel In Pump Room - In Holds, &c. 2-3" in each hold N^o 142 Deep tank 20 1/2" N^o 3 - - 20 5"

Main Water Circulating Pump Direct Bilge Suctions, No. and size One - 10" Independent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2 - 5" Are all the Bilge Suction Pipes in holds and tunnel well fitted with strum-boxes Strainers in bilge wells.

Are the Bilge Suctions in the Machinery Space led from easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Are all Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves

Are they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Overboard Discharges above or below the deep water line Below

Are they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate No

What Pipes pass through the bunkers None How are they protected -

What pipes pass through the deep tanks None Have they been tested as per Rule -

Are all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

Is the arrangement of Valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one compartment to another Yes Is the Shaft Tunnel watertight Yes Is it fitted with a watertight door Yes worked from Thrust recess

MAIN BOILERS, &c.—(Letter for record) Total Heating Surface of Boilers 4704 square feet. for 26 hrs.

Which Boilers are fitted with Forced Draft P & S Which Boilers are fitted with Superheaters P & S

No. and Description of Boilers Two water tube cross drum Working Pressure 240 lbs. per square inch

IS A REPORT ON MAIN BOILERS NOW FORWARDED? Yes

IS A DONKEY BOILER FITTED? No If so, is a report now forwarded? -

Can the donkey boiler be used for domestic purposes only -

PLANS. Are approved plans forwarded herewith for Shafting Yes Main Boilers Yes Auxiliary Boilers - Donkey Boilers -

Superheaters - General Pumping Arrangements Yes Oil fuel Burning Piping Arrangements Yes

SPARE GEAR.

Are the spare gear required by the Rules been supplied With the exception of impeller shafts for main circulating pump, valve lid for (main feed check, and one set coupling bolts.

The foregoing is a correct description.

Manufacturer.



© 2021

Lloyd's Register Foundation

4-8454

Dates of Survey while building
 During progress of work in shops - -
 During erection on board vessel - - -
 Total No. of visits

Dates of Examination of principal parts—Cylinders February 14th Slides February 14th Covers February 14th
 Pistons February 14th Piston Rods February 14th Connecting rods February 14th
 Crank shaft February 14th Thrust shaft February 18th Intermediate shafts February 18th
 Tube shaft - Screw shaft February 12th Propeller February 12th
 Stern tube February 12th Engine and boiler seatings February 14th Engines holding down bolts February 14th
 Completion of sea connections February 12th Boilers fixed - Engines tried under steam February 20th
 Completion of pumping arrangements - Thickness of adjusting washers -
 Main boiler safety valves adjusted February 21st Thrust shaft material - Identification Mark -
 Crank shaft material - Identification Marks - Tube shaft, material - Identification Mark -
 Intermediate shafts, material - Steam Pipes, material - Test pressure - Date of Test -
 Screw shaft, material - Identification Mark - Is the flash point of the oil to be used over 150°F. Yes ✓
 Is an installation fitted for burning oil fuel Yes ✓ If so, have the requirements of the Rules been complied with Yes ✓
 Have the requirements of the Rules for the use of oil as fuel been complied with Yes ✓
 Is the vessel (not being an oil tanker) fitted for carrying oil as cargo Yes ✓ If so, state name of vessel U.S.M.C. "Liberty" EC2-S-C1
 If the notation for Ice Strengthening is desired, state whether the requirements in this respect have been complied with -
 Is this machinery duplicate of a previous case Yes If so, state name of vessel

General Remarks (State quality of workmanship, opinions as to class, &c. The machinery of this vessel has been built and installed under the supervision of the American Bureau of Shipping and, as far as now seen, appears to be of good sound construction and carefully installed. On completion of the Survey, the two main boilers, the main and auxiliary machinery and the electrical installation have been examined under working conditions and found satisfactory. Feed water regulators in accordance with Section 34, Clause 6, Page 121 of the Rules, have now been fitted. It is the opinion of the undersigned that the machinery of this vessel is suitable to be classed with this Society with records of LMC 2-47 and TS (CL) seen 2-47. The shaft tunnel of this vessel is fitted with a quick closing W.T. door operated from the thrust recess. It has been pointed out to the Owners that, to comply with the Rules, this door must be operable from the freeboard and that arrangements should be made to install a W.T. door in accordance with the Rules at the earliest opportunity.

Certificate to be sent to the Surveyors and requested not to write on or below the space for Committee's Minute.

The amount of Entry Fee ... £ 350.00 When applied for, 24 Apr. 19 47
 Special ... £ : :
 Donkey Boiler Fee ... £ : :
 Travelling Expenses (if any) £ 11.00 When received, - 19
 Late Fee 10.00
 Telephone 9.25
NEW YORK APR 30 1947

[Signature]
 Engineer Surveyor to Lloyd's Register of Shipping

Committee's Minute
 Assigned LMC-2, 47.